6. Lumding—Guwahati—Changsari—Replacement of overhead and block communication by optical fibre cable.

7. Lumding—Guwahati—Replacement of Semaphore signalling system by colour light signalling system.

8. Lumding—Furkating—Replacement of overhead control and block communication alignment.

Double Rail Line on Ghaziabad—Moradabad Route

1804. SHRIMATI MALTI SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to lay a double line on Ghaziabad—Moradabad route; if so, the time schedule and if not, the reasons therefor;

(b) whether Government are aware that passenger and goods trains both run late by several hours due to single rail line, resulting in delay in the transportation of goods;

(c) if so, whether Government propose to make specific provision in the budget to convert this line in the next two years; and

(d) if not, the reasons therefor?.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Work is currently in progress in two phases of the project i.e. Ghaziabad-Hapur and Amroha—Moradabad. The remaining section would be taken up in the coming years.

(b) Yes, Sir.

(c) and (d) The work would be completed in the coming years as per availability of resources. The proposed outlay for the two phases already taken up is Rs. 23 crs. in the year 2000-2001.

Operation of trains through Electricity, Diesel and Coal

†1805. DR. D. MASTHAN:
SHRI RAJ MOHINDER SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether trains in the country are being run through electricity, diesel and coal;

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†Original Notice of the question was received in Hindi.

(b) if so, the percentage of trains being run through above-mentioned means, separately;

(c) whether any assessment has been made for operational expenditure on trains run through the above said means; and

(d) if so, the estimate of operational expenditure on each of the above-mentioned means, during the current year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, sir.

(b) For the year 1998-99 the percentage of freight and passenger traffic carried by steam, diesel and electric traction was as under:

	Passenger*	Freight
Steam	0.03	0.00
Diesel	56.38	40.60
Electric	43.59	59.40

* Excluding suburban trains.

(c) and (d) The assessment in operational expenditure of the trains run by the various modes of traction is made in the form of line haul cost. The line haul costs for passenger and goods services for diesel and electric traction (BG) in terms of rupees per thousand gross tonne kilometer for the year 97-98 (the latest year for which figures are available) are as under:

	Passenger	Freight
Diesel	115.18	80.59
Electric	138.46	76.61

Stream traction is the most uneconmomical mode of transport and has been phased out from main line operation.

Trains from Rishikesh to Delhi and Lucknow

†1806. SHRI MANOHAR KANT DHYANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering the demand for running of two trains from Rishikesh station in Northern Railway to Delhi and Lucknow; and

(b) if so, by when and if not, the reasons therefor?

†Original Notice of the Question was received in Hindi.